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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Brandenburg/Briest Airfield: Taxiways,
Drainage, Extension of Runway, and
Electronics Equipment

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report on 50X1-HUM

Brandenburg/Briest airfield which gives information on the following:
(1) Construction on and in the vicinity of taxiways; (2) Drainage
installations; (3) Preparations for an overshoot extension of the
runway in the open ground west of the airfield and (4) Radar, radio
equipment, telephone lines and cables northwest of the west end of
the main runway.

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AirBRANDENBURG/BRIEST airfield (1.11.60)

1. The S taxi-track (Nebenbahn) which runs parallel with the main runway, has now been virtually completed, and runs right round to join the W end of the main runway. The starting track (Vorstartbahn) at the W end is almost complete except for the last row of cement strips or rectangles on its W side. Dimensions of the starting track are 10 strips of cement each 7.5m. long in the N-S direction = 75m., and 12 strips of cement each 3.75m. broad in the E-W direction, plus the 14m. width of the taxi-track itself, making a total breadth of 59m.
2. As far as the more easterly of the N-S cross-taxi-tracks the ground on each side of the S taxi-track has been built up to the proper level, levelled off and prepared and sown with grass seed.
3. Numbering of the cement strips or rectangles in the S taxi-track begins afresh immediately W of the more easterly of the two N-S cross-taxi-tracks. Tubes or pipes to carry cables pass under cement strip no. 146, which is just before the taxi-track turns N at its W end. The numbering stops at strip no. 140, which is on the curve at the W end of the S taxi-track. From this point there are 25 unnumbered strips of cement in the stretch running N as far as the S side of the W starting track. These strips are all 7.5m. long except for those on the inside of the curve which are proportionately shorter. Similarly, the strips at the outside of the curve are compensatingly longer.
4. After the 25 cement strips running N to the S side of the W starting track there are 10 strips, each of 7.5m. length, contained in the starting track itself, followed by 14 strips to bring the track up to the S side of the W end of the main runway. The distance between the W starting track and the runway is therefore $14 \times 7.5\text{m.} = 105\text{m.}$
5. A drainage trench, already partly equipped with piping, runs in an E-W direction and some 5m. S of the new parking or dispersal area (Truppenabstellplatz). It begins shortly W of the E end of the parking area, runs along its S side, follows the curve at the S-W corner of the taxi-track, runs N-W leaving the W starting track to the E and on into the open area lying to the W of the airfield between it and the road.
6. In the first series of cement strips in the S taxi-track, which run from the S side of the E end of the main runway to the more E of the two N-S cross-taxi-tracks, pipes to carry cables pass under strips nos. 161 - 172, i.e. some 105m. E of the more easterly of the two N-S cross-taxi-tracks. Three pipes of some 125 mm. diameter pass under strip no. 171 and one pipe of 200 mm. diameter passes under strip no. 172.

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7. Drainage pipes have also been laid some 75 cm. N of the new dispersal or parking area, running E W. After running parallel with the dispersal area they run towards the S-W corner of the S taxi-track and then turn north to join the old drainage pipes of the main runway, near its W end on the S side, thence running W under the taxi-track into the open area W of the airfield.
8. In the open ground W of the airfield an overshoot extension of the runway has been prepared. It has been cleared and levelled but is not to be cemented.
9. On the N side of the new parking and dispersal area the ground is being built up to the level of the parking area and prepared for sowing.
10. The ditches or trenches on both sides of the main runway have been raised to the new level of the runway. Both trenches are open cement ones, without pipes, measuring some 40 cm. deep and 40 cm. broad.
11. Once the few remaining cement strips have been laid, the drainage pipes fitted, the trenches filled in and the ground at each side of the S taxi-track and the W starting track built up, the work will be finished. Industrie Bau Brandenburg officials expect to complete the job and be away by Christmas.
12. During the month up to 16 November no movements of men or helicopters took place to or from BRIEST. No A/A guns are stationed on or near the a/f.
13. The radar station manned by EGAF troops in the area N-E of the W end of the main runway consists of 1 x FLATFACE and some W/T tracks equipped with aerials. Four telephone lines and one power cable run along the ground from the radar side, round the S-W corner of the S taxi-track and on in the direction of the a/f control buildings.
14. There are some 30 EGAF troops on the radar site, commanded by a Major. They live in huts on the site. Telephone and power cables will in due course be laid on permanently to the site. This radar section has no function on behalf of BRIEST a/f but serves as a fighter direction station (Jägerleitstation).

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